

Notices of Firms.

NOTICE.

THE PARTNERS have appointed Mr. WONG CHAN CHEE, Mr. OUI CHAN SHU and Mr. WONG SEW HAM, Managers of the Firm; All BILLS, Promissory Notes and other Documents must be presented to the Firm, and will not be recognised by the Firm, unless jointly signed by at least two of them.

HOP HING HONG.
Hongkong, August 4, 1896. 1573

NOTICE.

I HAVE THIS day commenced business as a GENERAL COMMISSION AGENT.

W. SHEWAN.
Hongkong, July 20, 1896. 1456

Auctions.



GOVERNMENT NOTIFICATION.
No. 293.

THE following Particulars and Conditions of SALE OF CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 10th day of August, 1896, at 4 p.m., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 25th July, 1896. 1550

Particulars and Conditions of the Letting by Public Auction, to be held on MONDAY, the 10th day of August, 1896, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, together with Water and Buildings thereon, in the Colony of Hongkong, for a term of 99 years.

Particulars of the Lot.

Lot No.	Locality.	Boundary Measure.	Area.	Annual Rent.	Upset Price.
1	Lot 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	100 ft. by 100 ft.	10,000 sq. ft.	1000	10,000

GOVERNMENT NOTIFICATION.
No. 294.

THE following Particulars and Conditions of SALE OF CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on TUESDAY, the 11th day of August, 1896, at 4 p.m., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 25th July, 1896. 1560

Particulars and Conditions of the Letting by Public Auction, to be held on TUESDAY, the 11th day of August, 1896, at 4 p.m., by Order of His Excellency the Governor, of Two Lots of Crown Land, in the Colony of Hongkong, for a term of 99 years.

Particulars of the Lots.

Lot No.	Locality.	Boundary Measure.	Area.	Annual Rent.	Upset Price.
1	Lot 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	100 ft. by 100 ft.	10,000 sq. ft.	1000	10,000

GOVERNMENT NOTIFICATION.
No. 295.

THE following Particulars and Conditions of SALE OF CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on WEDNESDAY, the 12th day of August, 1896, at 4 p.m., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 25th July, 1896. 1561

Particulars and Conditions of the Letting by Public Auction, to be held on WEDNESDAY, the 12th day of August, 1896, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, at Hoi Yau, Kowloon, in the Colony of Hongkong, for a term of 70 years.

Particulars of the Lot.

Lot No.	Locality.	Boundary Measure.	Area.	Annual Rent.	Upset Price.
1	Lot 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	100 ft. by 100 ft.	10,000 sq. ft.	1000	10,000

FOR SALE.

Messrs. Kelly & Walsh's List includes the following Works by Dr. WILHELM HOPPE: The History of Hongkong, from the beginning to the year 1882. Hongkong 1883. \$6.50.

HANDBOOK OF BUDDHISM: A Buddhist-English Dictionary. Second Edition. Hongkong, 1888. \$2.50.

TIBET LECTURES ON BUDDHISM: Third Edition. Hongkong, 1894. \$1.50.

FENGSHUI: Rudiments of Chinese Natural Science. Hongkong, 1873. \$2.00.

CHINESE DICTIONARY: The OXFORD CHINESE DICTIONARY, with Appendix. Hongkong, 1877. \$10.00.

CHINESE SCHOOLBOOKS: Translated. The Trilingual Chinese. The Thousand Words. \$0.50 per set. Hongkong, August 4, 1896. 1478

Intimations.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-Yearly Meeting of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 15th day of August, next, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1896.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, July 28, 1896. 1523

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Corporation will be CLOSED from SATURDAY, the 1st to the 15th day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, July 28, 1896. 1524

KELLY & WALSH, LTD.

THE BEST FOUNTAIN PEN in the market is NAME & FODR'S FAMOUS

SWAN FOUNTAIN PEN

made of 18 carat gold, tipped with iridium. We have these in fine, medium and broad points. Price from \$5.00.

The Best Stylographic Pen in the market is

CAW'S STYLOGRAPHIC PEN,

an American Patent, which has been before the Public some time and stands unrivalled, for durability and utility. Price from \$3.00.

KELLY & WALSH, LTD.,
HONGKONG. 1513

A WONDERFUL MEDICINE.

WORTH A GUINEA A BOX.

FOR BILIOUS AND NERVOUS DISORDERS.

Sick Headache, Loss of Appetite, Stomach Disorders, on the Skin, Disturbed Sleep, &c.

For females of all ages they are invaluable.

The 1/14, boxes contain 50 Pills.

Price, 60 Cents a Box.

Prepared only by the Proprietor,
THOMAS BEECHAM, St. Helen's, England.
Sole Agents for Hongkong and China:—
WATKINS & CO., 65, Queen's Road. 8

T-day's Advertisements.

MID-FORMOSA RELIEF FUND.

SUBSCRIPTIONS are earnestly solicited for the Relief of the Famine in the Province of Yunnan, China.

It is respectfully estimated that at least FORTY THOUSAND people have been forced to take refuge in the hill country, from the towns and villages in and around the Yunnan district.

Of this number, it is calculated that TWENTY FIVE THOUSAND ARE WITHOUT SHELTER AND TOTALLY UNPROVIDED FOR.

The District reported is lamentable and hopeless of alleviation without material and speedy assistance.

A Committee will be formed to arrange for the Distribution of Money collected. Meanwhile the undersigned makes an earnest appeal on behalf of the sufferers. Subscribers are kindly requested to pay their Donations to the HONGKONG & SHANGHAI BANK, at Hongkong, Shanghai, or Aoyu, specifying such Payments as being in behalf of the Mid-Formosa Relief Fund.

ALLAN W. BAIN,
Taiwan, South Formosa, 1st August, 1896. 1885

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER BRINDISI.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND SHANGHAI BANK, at Kowloon, where each consignment will be sorted out. Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 11th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.
Hongkong, August 4, 1896. 1893

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship, *Chingtao*, will be despatched on FRIDAY, the 14th Inst., at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber equips the supply of Fresh Provisions during the entire voyage. A fully-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, August 4, 1896. 1886

To-day's Advertisements.

WIRTH'S CIRCUS.

Sole Owner.....MRS. HARRY WIRTH.
Manager.....J. J. CAMERON.

GRAND SUCCESS

AT EACH PERFORMANCE.

AT NEW SITE, WEST POINT.

A SUCCESS IN EVERY WAY.

ATTENDED BY CROWDS.

SEATING FACILITIES PERFECT.

WELL-LIGHTED AND WELL-VENTILATED.

TO-NIGHT! TO-NIGHT!!

LAST 2 NIGHTS.

OF PRESENT PROGRAMME.

NEW ACTS—NEW FEATURES.

Testimonial Benefit Tendered to MRS. WIRTH.

POSTPONED TO MONDAY NIGHT.

on account of the Volunteer Concert on Friday Evening.

PRICES OF ADMISSION.

Boxes (for 6 Persons) ... \$10.00

Single Box Seats ... 2.00

Stall Chairs ... 1.00

Galleries ... 0.50

Private Boxes (for Chinese) ... 0.20

Book Seats in advance at Bazaar's Box Stalls and Hosiery House.

1st GRAND MATINEE, SATURDAY NEXT, at 3 o'clock.

When Children will be admitted to all parts of the house Half-price.

WILL T. DORRANCE, Agent.

Hongkong, August 4, 1896. 1577

PUBLIC AUCTION

OF LADIES' AND GENTLEMEN'S DRESSERY AND OUTFITTING.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY, the 8th August, 1896, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street,—

QUANTITY OF LADIES' DRESSERY, comprising:—

DRESS LENGTHS IN FRENCH DELAINES, ZEPHYRS, WOOLLEN DRESS MATERIALS, FANCY SILKS for BALL and EVENING DRESSES, FUR COATS, JAPANESE SILKS, COLOURED BORDERED HANDKERCHIEFS, HOSIERY, WALKING SHOES, &c., &c., &c.

Also, a QUANTITY OF GENTLEMEN'S DRESSERY AND OUTFITTING, comprising:—

TWEEDS, FLANNELS, LINEN FLANNELS, &c., &c., COAT in SCOT LANCERS, TROUSERS, WHITE GAUZE VESTS, COLOURED and BLACK SOCKS, DRESS SHIRTS, UNDER-SHIRTS, PAIR HATS, &c., &c., &c.

A QUANTITY OF SUPERFINE BLANKETS.

On View from Friday, the 7th August. Terms of Sale.—Cash on delivery.

GEO. P. LAMMONT, Auctioneer.

Hongkong, August 5, 1896. 1580

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship, *Haitung*, Captain DAVIS, will be despatched for the above Ports on FRIDAY, the 7th Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, August 5, 1896. 1580

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship, *Namoi*, Captain HALL, will be despatched for the above Port on FRIDAY, the 7th Inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, August 5, 1896. 1581

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship, *Capitula*, will be despatched as above on FRIDAY, the 7th Inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 5, 1896. 1474

RICKMERS REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN and BLACK SEA PORTS.)

The Co.'s Steamship, *Maria Rickmers*, Captain P. BEND, will be despatched as above on TUESDAY, the 11th Inst.

For Freight, etc., apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, August 5, 1896. 1531

THE CHINA MUPAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship, *Yokohama*, Captain H. C. HARRIS, will be despatched as above on about the 8th Inst.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, August 5, 1896. 1588

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Co.'s Steamship, *Blackburn*, will be despatched as above TO-MORROW, the 6th Inst., at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 5, 1896. 1579

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Co.'s Steamship, *Capitula*, will be despatched as above TO-MORROW, the 6th Inst., at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 5, 1896. 1587

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAIGON.

The Co.'s Steamship, *Yokohama*, will be despatched as above TO-MORROW, the 6th Inst., at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 5, 1896. 1513

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Co.'s Steamship, *Yokohama*, will be despatched as above TO-MORROW, the 6th Inst., at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 5, 1896. 1478

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates.)

FOR SHANGHAI, NEW-CEWANG, TIEN-SIN, HANKOW and Ports on the YANGTZE.

The Co.'s Steamship, *Namoi*, Captain ASQUITH, will be despatched as above TO-MORROW, the 6th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 5, 1896. 1485

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Co.'s Steamship, *Capitula*, will be despatched as above on FRIDAY, the 7th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 5, 1896. 1485

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship, *Pharos*, Captain DYER, will be despatched as above on about WEDNESDAY, the 12th Inst.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., Agents.

Hongkong, August 5, 1896. 1476

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR WLAOWOSTOCK VIA SHANGHAI.

(With liberty to call at OHIOPO and NAGASAKI.)

The Co.'s Steamship, <

This morning what appears to be a case of manslaughter was reported to Inspector Hall at Shaukiwan Police Station. Last night two coolies working at the new water works at Shaukiwan had a fight over their rice, in the course of which one of the men was severely hurt about the ribs. He was so severely hurt that he refused to fight any more and he afterwards lay down and went to bed. The other combatant went away about seven o'clock in the evening. Next morning, at six o'clock, when the coolies awoke they discovered that the coolie who had been beaten had died during the night. Word was sent to the Police Station. Inspector Hall saw the body and ordered its removal to the mortuary, where it now lies.

Recently a trial of various kinds of anti-fouling compositions was made at the Devonport and Portsmouth Dockyards. At Devonport, the *Portia* was decked after lying in fouling water, without going to sea, for seventeen months. Two kinds of composition were used—one half of the ship being coated with each of the rival compositions. After the water was pumped out of the dock, it was clearly seen that Holzapfel's International Composition had given the best result. At Portsmouth, three compositions were used on the *Silfina*. The best portion of the ship was undoubtedly the starboard quarter, coated by Holzapfel's Rahnien's, and the next best was the port bow, coated with the same composition. These facts are quoted from the *United Service Gazette* of the 27th June last.

Last week the hearing of the charge against a No. 1 coolie, an assistant stevedore, and their two wives of stealing \$700, the property of Mr. F. Focken, third engineer of the *Zefiro*, was concluded before Commander Hastings at the Magistrate's. It will be remembered that on the 20th July when the *Zefiro* was in dock Mr. Focken had been off his overalls, in the pockets of which were \$700 in notes, previous to going for a bath. His boy picked up the overalls and hung them over the rail of the hatchway. When Mr. Focken returned from his bath he found the money had been abstracted from his pockets. Suspicion fell upon a number of coolies who were working in the hold. Detective Sergeant McFarland arrested the defendants, in their houses, where he also found about \$600 in money. The Magistrate took the case to adjournment. Yesterday he issued his judgment, liberating the four prisoners on the ground that there was no evidence to convict. The money has also been returned to them.

In another column will be found an advertisement appealing for subscriptions for the relief of suffering Chinese in Mid Formosa. The letters published from our correspondents in Formosa will have prepared the public mind for a statement of the distress amongst the unfortunate inhabitants of Formosa, and here, we believe, there is even greater need for subscriptions from the charitable than in the case of the Japanese Tidal Wave, where the sufferers had at least a strong claim upon the benevolence of their own Government. We are informed by those who have the best means of ascertaining the facts that there are upwards of 40,000 Chinese seeking refuge on the hills in and around the Hsuehmin District, and that there are at least 27,000 persons homeless and totally unprotected, and this mainly on account of the measures adopted by the Japanese to quell the alleged rebellion. The appeal for subscriptions to the Relief Fund is signed by Mr. A. W. Bain, of the well-known firm of Messrs Bain and Co., but a Committee will be formed to administer the fund, whilst in the meantime subscriptions can be paid to the Hongkong and Shanghai Bank. We commend the appeal to the attention of the charitable.

From Lloyd's Register of shipbuilding for the quarter ended June 30 we learn that there are at present under construction in British dockyards, for the British Government, no less than 73 new warships (7 battleships, 5 first-class protected cruisers, 2 second-class protected cruisers, 7 third-class protected cruisers, and 3 second-class torpedo-boats). For other nationalities there are 25 war vessels being built in British private yards—2 battleships and 7 cruisers at Harland and Low, Walker, and 1 battleship at Blackwall. These figures show that there are 112,770 tons in course of construction in the Admiralty, and 80 vessels, with a total displacement of 108,666 in private yards. This would seem to indicate that in spite of the towing of foreign ships, the British builders are still holding their own. Of the 394 vessels of 773,142 tons gross under construction in the United Kingdom (exclusive of warships), 345 are steamers, with a gross tonnage of 745,489, and 49 sailing ships with a gross tonnage of 28,653, 428 vessels, with a tonnage of 495,245, are for Great Britain and 8 for British Colonies. Germany comes next with 18 vessels (51,516 tons); Japan third, 15 vessels (35,793 tons); this is exclusive of warships, and Russia fourth with 15 vessels (51,516 tons). We hear a great deal of German competition in shipbuilding, but the latest returns from that country give an aggregate tonnage under construction of 112,000. The disparity between British and the United States is even more striking.

Agassiz and West Springs and Imber point of all kinds at Bedford Place, W. Johnson & Co.

Two prospectors, one an Englishman and the other a German, are reported to have arrived at Moulken, where they propose to establish a mine for silver and copper coins. Their testimonial performance that was to have been tendered to Mrs. Wirth by the members of her circus troupe on Friday night has been postponed till Monday night on account of the Volunteer Prize distribution and concert. A matinee performance will be given at West Point on Saturday next at three o'clock; doors will be open at two o'clock. Each child visiting the circus will be presented with a souvenir portrait of Miss Muriel Wirth. The Circus season is rapidly drawing to a close, and people who wish to see this excellent company ought to avail themselves of the opportunity during the next few nights.

VESSELS AT THE DOCKS.—At Ansonia.
Active, Reina Cristina, McDuff, Strathallan, Piccola, Nanyang, Kiangnan, Brand, Progress, Homan.

Compensation.—Wandering Jew, Afridi, Gaelic, Tyne.

THE HWSANG MASSACRE.
ERECTOR OF MONUMENT AT FOCHOW.
(From a Correspondent.)

Fochow, August 1.
It will doubtless be within the recollection of most of your readers that shortly after the deplorable massacre at Hwsang, which startled and shocked the whole Christian world last summer, a movement was set on foot to erect a monument over the graves of the victims in the Fochow cemetery. Accordingly an appeal was made to the various Foreign Communities in China and small subscriptions invited. The appeal was liberally responded to and a handsome and beautiful design selected out of a number sent from Singapore. It consists of an Angel, carved in fine Carrara marble, with semi-folded wings and holding a fleur-de-lis, looking with reverent sympathy upon the graves. On the pedestal beneath are inscribed the names of those who were so ruthlessly murdered, while a small flat headstone is placed on each grave, a dwarf from railing surrounding the whole.

Although the memorial has been finished for some time, it was thought advisable to defer its erection until the anniversary of the sad event, August 1st, and on that day at 6 p.m., it was unveiled by the British Consul at Fochow in the presence of a number of the Missionary and Mercantile Community, when a short service was held and an address given by the Archdeacon. The design apparently gave much satisfaction to all who were present.

H. G. BROWN & CO., LTD.
The following is the Report for presentation to the Shareholders of this Company:

The General Managers now beg to submit their Report, and a Statement of the Company's Accounts for the year 1895, and regret that these again show an unfavourable result, the Working Account showing a loss of \$14,889.38 carried to debit of Profit and Loss Account, which latter account now shows a debit balance of no less than \$80,120.75. It was hoped that this time the accounts would prove much more favourable than for some years past, changes having been curtailed, and a larger business with the tin market in Malacca developed; but these hopes have been disappointed. The Committee in Manila have been looking after the Management of the Company's business at that end, and have devoted much time and trouble to same, and the thanks of the Company are due to them for their services. The Accounts have been audited by Mr. Fullerton Henderson, who offers himself for re-election.

GRIS, LEVISTON & CO.,
Hongkong, 4th August, 1896.

SUPREME COURT.
IN SUMMARY JURISDICTION.
(Before His Honour Mr. T. Scrimgeour Smith, Acting Puisne Judge.)
Wednesday, August 5.

CHINA EXPORT IMPORT AND BANK COMPANY, LTD. (INCORPORATED IN HONGKONG).
This suit was brought for the recovery of \$800, the value of one case of outlery shipped from Liverpool on board the steamship *Polypheus*, for which the plaintiff company has a bill of lading, and which had not been delivered.

Mr. H. L. Denys appeared for the plaintiff company, and Mr. G. O. G. Master for the defence. Mr. Denys said the case of outlery had been shipped from Liverpool on board the *Polypheus* under a bill of lading making it deliverable to the China Export Import and Bank Company. The case, according to the plaintiff, had never been delivered to them and they now claimed the value of that case at the time it ought to have been delivered to them in Hongkong. On the 5th June the bill of lading was presented at the office of Messrs Butterfield and Swire by somebody employed by the plaintiff company, and somebody in the name of the defendant undertook the bill of lading was then taken to Messrs Butterfield and Swire's godown at Whampoa, where the cargo had been landed, and presented to the godown keeper and the man who took the bill of lading was informed by the porter that the cargo of outlery was not in the godown and that it had not been delivered. It was suggested that it must have been given to somebody else by mistake. On the 7th June a message was sent to the plaintiff's godown man that the case had been found, and the defendant's godown man came to the plaintiff's godown man's case, which had the wooden cover taken off and the tin lining partly off round. The plaintiff's godown man naturally refused to take delivery saying the case was not his property and that he was not concerned with the whole matter. The case was then returned to the plaintiff's godown man and the case was returned to the plaintiff's godown man.

Agassiz and West Springs and Imber point of all kinds at Bedford Place, W. Johnson & Co.

ante suggested to his clients that it would be advisable to sell this case. The whole of his case was really that they held a bill of lading for a case and that case had not been delivered. The value of the case on its delivery in Hongkong was \$800. Mr. Ernest Thomas, manager of the plaintiff company, gave evidence of the non-delivery of the case. The contents were 400 dozen knives, 200 dozen table knives and 200 dozen dinner knives, which were valued at 92 per dozen. The case had been sold by auction for \$832. Although the cover and the tin was damaged he would have taken delivery of the case if the goods had not been damaged.

THE LEGISLATIVE COUNCIL.
The Legislative Council met this afternoon. H. E. Sir Wm. Robinson, K.C.M.G., presided. There were present—Hon. J. M. Stewart Lockhart, Colonial Secretary; Hon. A. M. Thomson, Acting Colonial Treasurer; Hon. F. A. Cooper, Director of Public Works; Hon. R. M. Russell, Harbour Master; Hon. W. C. H. Hastings, Acting Police Magistrate; Hon. C. P. Clatter, Ho Kai, T. H. Whitehead, E. R. Bellios, and J. J. Bell-Irving, and Mr. F. J. Baddeley, Acting Clerk of Councils.

NOTICE OF QUESTION.
The Colonial Secretary said on the table a report by the Committee appointed by the Governor to enquire into the proposed establishment of a Hongkong College of Medicine. In addition to the two letters, one from His Excellency the Governor, Mr. Bellios, and Mr. Bellios reply. These letters had not yet been printed but would lay them on the table now, and when they had been printed they would be circulated amongst Hon. Members. This letter will be sent elsewhere in the issue. He also laid on the table the correspondence with the Secretary of State in regard to the proposed new Government Offices, and the Assessor's Report for 1894-95.

NOTICE OF QUESTION.
Mr. Whitehead gave notice of the following question—Will the Government inform the Council whether the Police Department continues to furnish the Imperial Chinese Maritime Customs with information concerning persons issued for the export from the Colony of arms and ammunition?

SUPPLEMENTARY APPROPRIATION.
On the motion of the Acting Colonial Treasurer the Council went into Committee on the Bill entitled "An Ordinance authorising the appropriation of a supplementary sum of \$1,000,000 to defray the charges of the Government."

THE SALE OF FOOD AND DRUGS.
The Acting Attorney General moved the second reading of a Bill entitled "An Ordinance to make better provision for the sale of food and drugs in a pure state."

FINANCE COMMITTEE.
A meeting of the Finance Committee was then held—the Colonial Secretary presiding. The Governor recommended the Council to vote a sum of \$10,000 to cover the expenditure of the Tiam Water Works extension during the current year. Vote recommended.

THE ANTI-SMUGGLING DEPARTMENT.
The Governor recommended the Council to vote the following sums to meet certain expenses in the Sanitary Department:—For Incidental Expenses, \$1,000; for Sanitation of the City and Villages, \$4,200; for the Maintenance of Markets, \$370; Total, \$5,570.

EXTENSION OF TIAM WATERWORKS.
The Governor recommended the Council to vote a sum of \$10,000 to cover the expenditure of the Tiam Water Works extension during the current year. Vote recommended.

THE ANTI-SMUGGLING DEPARTMENT.
The Governor recommended the Council to vote the following sums to meet certain expenses in the Sanitary Department:—For Incidental Expenses, \$1,000; for Sanitation of the City and Villages, \$4,200; for the Maintenance of Markets, \$370; Total, \$5,570.

Agassiz and West Springs and Imber point of all kinds at Bedford Place, W. Johnson & Co.

HONGKONG COLLEGE OF MEDICINE.
REPORT OF SPECIAL COMMITTEE.

The following report was laid before the Legislative Council this afternoon.
Hongkong, July 15, 1896.

The Committee appointed by His Excellency the Governor to enquire into and report on the best organization for a College of Medicine for Hongkong have the honour to submit for His Excellency's consideration the results of their deliberations. They respectfully offer the following recommendations:

1. That the title of the proposed College be "The Hongkong College of Medicine."
2. That a Governing Body be appointed, consisting of seven members—The Colonial Secretary, The Principal Medical Officer of Her Majesty's Forces, The Deputy-Superintendent of the Alice Memorial and Netherland Hospitals, and three others nominated by His Excellency the Governor; and that the Colonial Surgeon be President of the Governing Body.
3. That the Colonial Surgeon be ex officio Principal of the College.

4. That the Government secure the services of a medical man specially qualified to teach Anatomy and Physiology, who shall be a member of the Medical Department of the University of London, and who shall be appointed to the subject named, and act as Superintendent and Secretary of the College.
5. That the Lecturers on other subjects be appointed by the Council, and that the Council be empowered to appoint a body, and that they each receive an honorarium for their services. The sum of one hundred dollars per annum is suggested as a suitable honorarium.

6. That the minimum standard of study be such that students before commencing study shall be required to pass an entrance Arts examination, not lower than that of the sixth standard of the new Educational Code (Hongkong, 1895).
7. That all professional examinations be conducted by the Governing Body, assisted by the lecturers on the subjects under examination.
8. That qualified students be given the title of "Candidates in Medicine and Surgery of the Hongkong College of Medicine," and be required to practice under this title in the Colony.

9. That qualified students of the existing College of Medicine for Chinese be permitted to register if they desire it, under the new Ordinance; and that present students of that College be received into the proposed College without preliminary examination, and given credit for such time as they may have spent in medical study.
10. That regulations for matriculation, curriculum of study, professional examinations, sessions, fees, &c., be remitted to the Governing Body, when it has been formed.

11. That the Government Civil Hospital, Lunatic Asylum, Fever Hospital, &c., be thrown open to the College for purposes of clinical instruction; and that the Authorities of the Military and Naval Hospitals, and of the Alice Memorial and Netherland Hospitals, be requested to similarly place their institutions at the disposal of the College.

The Committee, having examined the plans for a College building prepared by the Hon. Mr. E. R. Bellios, M.C., in conjunction with his professional adviser, the Hon. Mr. J. M. Stewart Lockhart, Colonial Secretary, consider that such a building would be admirably adapted to the requirements of the proposed College, and that no better site could be obtained than that which has been offered by the Government.

Finally, the Committee have estimated that an annual grant of \$50,000 would be required to meet the expenses of the proposed College, as follows:—\$30,000, salary of Superintendent, who would probably be provided with quarters in the College building.
\$10,000, to provide honoraria for ten lecturers at the rate suggested.
\$10,000, to cover laboratory expenses, the wages of coolies, and other incidental outlays.

PH. B. C. AYRES,
Colonial Surgeon, Chairman.
GEORGE J. H. EVART, M.D.,
Surgeon-Colonel A.M.S., F.M.D., F.R.C.S.,
F.R.C.P., F.R.S.,
Hon. J. M. STEWART LOCKHART,
Colonial Secretary.

Agassiz and West Springs and Imber point of all kinds at Bedford Place, W. Johnson & Co.

equal to the standard required by the general Medical Act of 1880, nor have all the students been required to pass any examination in Anatomy previous to their admission to the College, and we would here remark that the College, as at present constituted, does not appear to us a "college" within the meaning of section 13 of Ordinance 6 of 1884.

Qualified students of the existing College should therefore be required to pass the usual examinations before being allowed to register the qualification, and the present students desiring of continuing their studies in the new College should be required to pass the necessary entrance examination.

PH. B. C. AYRES,
Colonial Surgeon,
Superintendent, Government Civil Hospital.
Hongkong, 20th July, 1896.

MR. BELLIOS WITHDRAWS HIS OFFER.
The following letters were also laid on the table:—

Government House,
Hongkong, 31st July, 1896.
Sir—I have the honour to forward herewith for your information a copy of a report of the Committee appointed to enquire into and report on the question of a College of Medicine for Hongkong, and to inquire whether you are prepared to give a site and to erect a building thereon to be used as a College of Medicine to an institution placed under Government control, as recommended by the Committee or whether you have any modification to suggest. The recommendations of the Committee which I feel sure, command themselves to you as they are calculated to secure that permanent and continuity which are of importance to a Constitution such as it is intended the College of Medicine should be, and I trust this will be an additional reason, if such be necessary, for inducing you not to withdraw your liberal offer, which cannot fail to be of benefit to the Colony. I take the honour to be, Sir, your most obedient servant,
WILLIAM ROBINSON,
Governor.

The Honourable E. R. Bellios, C.M.G., &c., &c.

Hongkong, 4th Aug., 1896.
Sir—I beg to acknowledge receipt of your favour of the 31st ult. enclosing a copy of a report of the Committee appointed to enquire into and report upon the question of the establishment of a College of Medicine for Hongkong, and enquiring whether I am prepared to give a site and to erect a building thereon to be used as a College to an institution placed under Government control as recommended by the Committee.

In reply I desire to state that circumstances have changed completely since my offer was made. What offer was then made to an institution then struggling for existence, but warmly supported by Dr. Cantlie and carefully administered by Dr. Thomson. The former has left the Colony; the latter is relinquishing hospital work; and the system has not been found to work very well in the country, partly owing to the difficulty of finding competent judges to decide on the merits of the competing designs; and partly because the selected design may turn out to be the work of an architect, or firm, of very limited experience in the supervision of actual construction, and in dealing with the numberless questions which arise in connection with a large building.

3. When it is decided to erect the new Government Buildings, it will, in my opinion, be desirable to employ the Consulting Architects to the Crown Agents for the Colonies, Messrs Aston-Wells and Ingham Bell, who designed the Birmingham Law Courts and other notable buildings, and who have considerable experience in making designs for buildings in the tropics. I have the honour to be, Sir, Your most obedient, humble servant,
J. CHAMBERLAIN,
Governor Sir W. Robinson, K.C.M.G.

NEW GOVERNMENT OFFICES.

OFFICIAL DESPATCHES.
The following despatches were laid on the table at the Legislative Council meeting this afternoon:—

DESPATCH FROM THE GOVERNOR TO THE SECRETARY OF STATE.
Hongkong, 28th April, 1896.

Sir—With reference to paragraph 13 of my despatch No. 201 of the 4th September, 1894, I have the honour to inform you that in that month I appointed a Committee, consisting of two Officials (the Director of Public Works and Treasurer), and three Unofficial Members (Mr. Clatter, Mr. Jackson and Mr. McCoskie), to consider and report on the question of providing new Government Offices and the advisability of concentrating them under one roof. The Committee has advised that two blocks of buildings should be erected on the Praya Reclamation comprising new offices for the Treasury, Public Works, Post Office and Registrar General's departments, and the Supreme Court and the Colonies Office. The Office should be allowed to remain as at present.

2. A majority of the Committee being in favour of inviting competitive designs for the proposed new offices, I directed the Director of Public Works to draw up particulars and conditions of competition of which, as amended and finally approved by the Committee, I enclose copies for your consideration.

3. The Committee also considered at my request the financial aspect of the proposal, and expressed its opinion that, in view of the Acting Colonial Treasurer's confident anticipation that the ordinary expenditure of the current year will be largely exceeded by the Revenue, and that the surplus of revenue over expenditure is likely to be continued in future years, there is no necessity, at least for the present, to make any special arrangements for providing the funds required to meet the estimated cost of the works, viz., \$700,000. The value of the present buildings, which is proposed to replace, with the land on which they stand, is estimated at \$250,000; the total cost, to the Government of the new buildings would therefore be about \$450,000, and as the expenditure of this sum would be spread over five years, the time within which it is calculated, the work could be completed, I see no reason to doubt that the ordinary revenue of the Colony would be able to bear the burden.

4. If the scheme meets with your approval, which is the work of preparing these preliminary plans, I am sure that I shall be glad if you will convey to me your decision in this matter at an early date, and I am, Sir, your most obedient, humble servant,
WILLIAM ROBINSON,
Governor.

The Right Honourable Mr. Joseph Chamberlain, Secretary of State for the Colonies.

DESPATCH FROM THE SECRETARY OF STATE TO THE GOVERNOR.
Downing Street, 5th June, 1896.
Sir—With reference to my despatch No. 111 of 28th April last and to my telegram of the 3rd instant, I have the honour to inform you that before sanctioning the proposed erection of new Government Buildings at Hongkong, I desire to receive further information as to the necessity for the Buildings, and to be more fully satisfied, than I now am, as to the financial ability of the Colony to meet the expenditure out of current revenue.

2. I request you therefore to forward to me the Report of the Committee, which considered the question of the Government Offices, together with any further explanations you may wish to give.

3. As regards the financial position of the Colony, I should be glad to know the precise grounds upon which the Acting Colonial Treasurer confidently anticipated that the ordinary expenditure of the current year will be largely exceeded by the Revenue, in view of the fact that the Estimates sent home in December last only show a surplus of \$8,000. It appears, moreover, from the Returns forwarded in your despatch No. 92 of 14th April last, that the Revenue last year fell considerably short of the Expenditure (excluding Expenditure charged to the Loan), and the end of the year there was an actual excess of liabilities over Assets, which was only met by temporarily appropriating for general purposes the balance of the 1893 Loan. I gather, however, that this state of affairs was largely due to the fact that the ordinary expenditure of the current year was largely exceeded by the Revenue, in view of the fact that the Estimates sent home in December last only show a surplus of \$8,000. It appears, moreover, from the Returns forwarded in your despatch No. 92 of 14th April last, that the Revenue last year fell considerably short of the Expenditure (excluding Expenditure charged to the Loan), and the end of the year there was an actual excess of liabilities over Assets, which was only met by temporarily appropriating for general purposes the balance of the 1893 Loan.

4. I should in any case not be disposed to sanction a Loan for such a purpose as the erection of new Government Buildings, which are neither directly remunerative, nor, like sanitary and water works, pressing necessities for the health of the Colony.

5. I notice from the last paragraph of the second enclosure to your despatch No. 92 of 14th April last, that the Public Works, for which the present Loan was raised, are likely to absorb much more than the total sum raised by the Loan. It is therefore desirable to know how this excess expenditure is to be met, when considering the question of incurring other heavy expenditure on Public Buildings.

6. I will address you later on in a separate despatch as to the desirability of inviting competitive designs for the new Government Offices in the event of my being decided to erect them. I have the honour to be, Sir, your most obedient, humble servant,
J. CHAMBERLAIN,
Governor Sir W. Robinson, K.C.M.G.

DESPATCH FROM THE SECRETARY OF STATE TO THE GOVERNOR.
Downing Street, 15th June, 1896.

Sir—With reference to the last paragraph of my despatch No. 128 of the 5th instant, I have the honour to inform you that I am not prepared to approve the proposal to invite competitive designs for new Government Offices at Hongkong, and that the system has not been found to work very well in the country, partly owing to the difficulty of finding competent judges to decide on the merits of the competing designs; and partly because the selected design may turn out to be the work of an architect, or firm, of very limited experience in the supervision of actual construction, and in dealing with the numberless questions which arise in connection with a large building.

3. When it is decided to erect the new Government Buildings, it will, in my opinion, be desirable to employ the Consulting Architects to the Crown Agents for the Colonies, Messrs Aston-Wells and Ingham Bell, who designed the Birmingham Law Courts and other notable buildings, and who have considerable experience in making designs for buildings in the tropics. I have the honour to be, Sir, Your most obedient, humble servant,
J. CHAMBERLAIN,
Governor Sir W. Robinson, K.C.M.G.

CORRESPONDENCE.

THE KOWLOON FERRY SERVICE.
To the Editor of the "CHINA MAIL."
Kowloon, August 4, 1896.

Sir—A fortnight or so ago, the columns of your paper showed that the present arrangements for crossing from Hongkong to Kowloon and vice versa were not quite satisfactory to all parties—though they may be to the owners of the launches. Yesterday, I reached the wharf, on the Hongkong side, in order to catch the 11 a.m. launch, and believed myself to have two minutes to spare. But the boat had gone. The crowding on of Chinese coolies had compelled the Captain—if one there be—to push off. The pier was soon choked with Chinese. A policeman—not a British one—made some half-hearted and ridiculous attempts to keep the crowd back, but they seemed to ignore him. The moment the next launch was made fast, the coolies carrying buckets, pails and heaven knows what poured into the boat, standing down into the water and trampling over the pier reserved for Europeans, although the latter pay ten times the amount of an ordinary ticket, to insure themselves against this annoyance. A lady who probably left myself had intended to catch the 11.45 launch, waited for the next, but the crowd of coolies was so dense, so rude, so uproarious, that she could not even then get on board, and the launch left her standing on the steps of the pier, in the wind, without a seat, in an August midday, waiting for the next chance. On a launch yesterday, where there were supposed to be no human beings who were short hair, Chinese, who pay one cent for the run, crowded over the second-class, and even encroached on the first. Now, Sir, foreigners pay their fare, on the understanding that certain privileges are reserved to them. And they delude themselves. A policeman is paid by the ratepayers to see that certain laws are respected. At present the lives of our women and children, at times, are endangered on the pier at each end. The progress of the British will not be increased, or even maintained, if those in authority allow it to be trampled under foot by crowds of uncivil, unwashed coolies. Yours, &c.,
COMMON SENSE.

THE ENGLISH MAILS.
Rube, July 22.

Since the British Government decided to drop the mail subsidy to Japan, and to forward mails from Hongkong by any casual opportunity, there has been in the English newspapers a great deal of discussion as to the necessity for the British Government to take the British shipping trade. The Post Office theory is that, as steamers leave Hongkong for Japan every two or three days, a sufficiently regular service can be had without the expense of a subsidy, and that there is no need to spend money on the comparatively unimportant equipment of small communities in a remote foreign country, especially when there are already good lines subsidised by the Canadian, United States, French, German, and other Governments.

Agassiz and West Springs and Imber point of all kinds at Bedford Place, W. Johnson & Co.

tion of a mail subsidy, is to secure that the boats shall be of a certain class, certain speed, and timed regularly. But from this very important consequence follows. With a fixed time-table and certainty of connection, the boats secure very much headroom, mail-bags; they at once have greater attractions for the passenger trade, and for certain kinds of cargo—especially, silk, samples, curios, and other items which are always preferred sent by mail steamers. All these tend to leave British ships and seek German or French since the British postal subsidy was withdrawn, for without the subsidy it would not pay 8 p.m. steamers as if they were subsidised; they must adapt themselves more to the requirements of ordinary freight business, which pays better than would mail systems minus subsidy. Here, then, is a note for the Right Hon. J. Chamberlain's consideration. It is a note for the consideration of the British Treasury. "Noted," that a certain section of shipping business necessarily follows mail subsidisation. Further, it is to be borne in mind that Japan is practically without a British mail service for the route across Canada to the West Indies, and the Pacific boats being three or four weeks apart. It is only by the Suez Canal that a regular weekly departure from London to Japan is secured; and it is only by the French and German lines that any regularity in delivery here can at present be expected. Regularity is the life of commercial intercourse not only for letters but for an appreciable amount of inquiry into the shipping of one fact to another. In the case of Yokohama it is much the same, with a better result obtained by the direct German service. It may perhaps be possible to effect an improvement through the new Japanese line, which they are now working out, but even that, though good enough as a pure affair of the Post Office, will of course be no service to the cause of British shipping, which is gradually suffering more and more from subsidised competition. It is a stupid argument to say that British shipping is still far ahead of all rivals; it is losing ground, that is the main point. Others are creeping in, and however large a share we have, to lose some of it is none the less our loss. The German mail line has made great strides in recent years, and others are being encouraged; the Austrian line is making inroads into British shipping, and the Italian line, though not yet carried to Japan, may step in soon, while the Japanese are going ahead rapidly. The Chamberlain's report on the P. & O. meeting, published in this issue, is one which, instead of giving the national the same facilities, which others are getting, merely puts into the hands of the hands. Where the subsidy used to enable the P. & O. to keep three local steamers on the Japan-Hongkong run, making good time and close connection both outward and homeward, the Company now only has to meet its own trade requirements, and only runs two British steamers instead of three more. These make as good time as any vessels except the "crack" Pacific boats, but they have no interest in mail work, and so arrange their time-table to suit themselves. They would not make a large Government expenditure to make it worth the while of the P. & O. to change their time-table and so re-establish a good English mail service to and from Japan. If the Commissioners appointed by the British Government to enquire into their affairs, we would strongly recommend both the P. & O. and the local Chamberlains of Commerce to bring this question vigorously to the front.—*Chrenkita*.

SHIPPING REPORTS.

The British steamer *Nimra* reports: From Fochow to Yung, light S.E. wind, fine weather. *Amoy to Swatow*, heavy rain, moderate wind S.E., heavy S.W. August end, steamer in Fochow *Orion*, *Ararat*, *Steamer in Amoy*, *Orion*, *Chang Hock King*, *Comopoli*, *Chilang*, and *Kalgan*, *Steamer in Swatow* *Chay*, &c.

The British steamer *Frontier* reports: Had strong S.E. wind, heavy rain to Swatow; moderate South wind, heavy rain to Hongkong.

The British steamer *Frontier* reports: From Fochow to Yung, light S.E. wind, fine weather. *Amoy to Swatow*, heavy rain, moderate wind S.E., heavy S.W. August end, steamer in Fochow *Orion*, *Ararat*, *Steamer in Amoy*, *Orion*, *Chang Hock King*, *Comopoli*, *Chilang*, and *Kalgan*, *Steamer in Swatow* *Chay*, &c.

POST OFFICE NOTICES.

MAILS will close:—
For SWATOW, at 8.30 a.m., on Thursday, the 6th August.
For BAKONG, at 8.30 a.m., on Thursday, the 6th August.
For Fochow, at 8.30 a.m., on Thursday, the 6th August.
For YOKOHAMA & KOBE, at 8.30 a.m., on Thursday, the 6th August.
For Fochow, at 8.30 a.m., on Thursday, the 6th August.
For SINGAPORE, PENANG & RAN GOUN, at 8.30 a.m., on Thursday, the 6th August.
For Fochow, at 8.30 a.m., on Thursday, the 6th August.
For Fochow, at 8.30 a.m., on Thursday, the 6th August.
For Fochow, at 8.30 a.m., on Thursday, the 6th August.

Agassiz and West Springs and Imber point of all kinds at Bedford Place, W. Johnson & Co.

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Prigla*, Capt. F. JAGER, having arrived from the above Ports, Consignees of Cargo are hereby requested to read in their Bills of Lading for consignments by the Undermentioned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. to-day.

Any Cargo remaining on discharge will be landed into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undischarged after the 10th Inst. will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 10th Inst. at 3 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, August 4, 1896. 1565

STEAMSHIP SAGHALIEN. COMPAGNIE DES TRANSPORTS MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London by the S.S. *Prigla* and *Adour*, from Havre by the S.S. *Prigla*, and from Bordeaux by the S.S. *Prigla*, in connection with the above Steamers, are hereby informed that their Goods will be landed at the Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undischarged after the 10th Inst. will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 10th Inst. at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agents.

Hongkong, August 4, 1896. 1571

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Lightning* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo remaining on discharge or remaining on board after the 6th Inst. will be landed at Consignees' risk and expense into the Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SOXS & Co., Agents.

Hongkong, August 5, 1896. 1556

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, LIVERPOOL, NEWPORT AND SINGAPORE.

THE Company's Steamship *Oueda*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undischarged after the 10th Inst. will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 10th Inst. at 3 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godown after the 10th Inst. will be subject to suit.

Bills of Lading will be countersigned by ELLIOTT, WISE & Co., Agents.

Hongkong, August 5, 1896. 1555

WING YUEN & Co., DEALERS IN PLUMBAGO, MICAS, AND ASBESTOS.

KIM WING, General Manager, No. 30, Praya Central, Hongkong, May 16, 1896. 1022

GRIMAULT'S SYRUP OF HYPO-PROSPHITE OF LIME.

FOR DISCHARGE OF THE CHEST.

All suffering from Catarrh, Consumption, Obstructive Coughs or Croup, and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PROSPHITE OF LIME.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMAULT'S SYRUP immediately arrests the Cough, Symplics of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S SYRUP has a rose colour, and is in all glass bottles. Beware of imitations.

GRIMAULT & Co. Paris, Sole Proprietors.

For Sale by A. B. Watson & Co., Chemists.

Shipping.

FOR YOKOHAMA AND KORE.

The Steamship *Prigla*, Capt. F. JAGER, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 5 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, August 4, 1896. 1568

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

The Steamship *Prigla*, Capt. F. JAGER, will be despatched on or about THURSDAY, the 6th Inst., for VICTORIA, VANCOUVER (B.C.), and NAGASAKI, KOREA, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Canadian and United States Ports.

For Particulars as to Rates, etc., apply to D. E. BROWN, General Agent.

Hongkong, August 4, 1896. 1472

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(Under Mail Contract with the Austrian Government.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, PERSIAN GULF, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

(Also to NATAL, EAST LONDON, PORT ELIZABETH & CAPE TOWN.)

The Co's Steamship *Prigla*, Capt. F. JAGER, will be despatched on or about THURSDAY, the 6th Inst., for the above Ports. Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, August 3, 1896. 1532

FOR NAGASAKI AND KORE.

The Steamship *Prigla*, Capt. F. JAGER, will be despatched for the above Ports on FRIDAY, the 7th Inst.

For Freight or Passage, apply to BRADLEY & Co., Agents.

Hongkong, August 3, 1896. 1543

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

The Co's Steamship *Prigla*, Capt. F. JAGER, will be despatched on or about SATURDAY, the 8th Inst., at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 3, 1896. 1537

RICKMERS REGULAR LINE OF STEAMERS.

FOR SHANGHAI.

The Co's Steamship *Prigla*, Capt. F. JAGER, will be despatched on or about SATURDAY, the 8th Inst.

For Freight, apply to ARNHOLD, KARBBERG & Co., Agents.

Hongkong, August 3, 1896. 1551

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co's Steamship *Prigla*, Capt. F. JAGER, will be despatched on or about MONDAY, the 10th Inst.

For Freight, apply to ARNHOLD, KARBBERG & Co., Agents.

Hongkong, July 18, 1896. 1442

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co's Steamship *Prigla*, Capt. F. JAGER, will be despatched on or about TUESDAY, the 11th Inst., at 3 p.m.

The attention of passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted through-out with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 23, 1896. 1538

FOR SINGAPORE, HAYRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Prigla*, Capt. F. JAGER, will be despatched for the above Ports on WEDNESDAY, the 12th Inst., at Noon.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, August 4, 1896. 1554

Shipping.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Prigla*, Capt. F. JAGER, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 5 p.m.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, July 18, 1896. 1440

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Prigla*, Capt. F. JAGER, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 5 p.m.

For Freight or Passage, apply to DAVID SASSOON, SOXS & Co., Agents.

Hongkong, August 4, 1896. 1569

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 A.T. British Ship *Prigla*, Capt. F. JAGER, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 5 p.m.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, May 21, 1896. 1052

FOR NEW YORK.

The 100 A.T. American Ship *Prigla*, Capt. F. JAGER, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 5 p.m.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, July 24, 1896. 1496

FOR NEW YORK.

The 300 A.T. American Ship *Prigla*, Capt. F. JAGER, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 5 p.m.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, June 8, 1896. 1170

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, ALBANY & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in AUSTRIA.

PROPOSED SAILINGS FROM HONGKONG.

Sachsen..... Tuesday | August 12.
Sachsen..... Tuesday | September 15.
Prinz Heinrich..... Tuesday | October 13.
Prinz Heinrich..... Tuesday | November 10.
Sachsen..... Tuesday | December 8.
Bayern..... Tuesday | January 5.
Prinz Heinrich..... Tuesday | February 2.
Preussen..... Tuesday | March 2.

ON TUESDAY, the 18th day of August, 1896, at 8 a.m., the Company's S.S. *Sachsen*, Capt. H. SUMMER, with MAILS, PASSENGERS, SPOILS, and CARGO, will leave this port as above.

Shipping Orders will be granted till Noon, on SATURDAY, the 18th August, and on MONDAY, the 19th August, Cargo and specie will be received on board until 5 p.m., on MONDAY, the 19th August, and Passengers will be received at the Agency Office from 10 a.m. to 5 p.m. on MONDAY, the 19th August. Consignees of Packages are requested to send Parcel Receipts to be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars apply to MELONIS & Co., Agents.

Hongkong, July 23, 1896. 1493

JAVA-CHINA JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

(Subject to Alteration.)

JAVA-HONGKONG-YOKOHAMA-KOREA-AMOI-HONGKONG-SINGAPORE-JAVA.

FROM HONGKONG TO JAVA.

S.S. *Federatia*..... August.
S.S. *Germania*..... September.
S.S. *Cassius*..... October.
S.S. *Germania*..... November.
S.S. *Cassius*..... December.
S.S. *Federatia*..... January.

General Agents for China & Japan: LAUTS, WEGENER & Co., Hongkong, July 23, 1896. 458

WASHINGTON BOOKS.

(In English and Chinese.)

WASHINGTON BOOKS, for the use of Leaders and Gentlemen, can now be had at this Office. Price, 21 cent.

CHINA MAIL OFFICE.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, August 4, 1896. 1494

Mails.

Occidental & Oriental Steam-Ship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaio (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Aug. 8, at noon.

Doris (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... TUESDAY, Aug. 25, at noon.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Sept. 12, at noon.

THE Steamship *Gaio* will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th August, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Ministers, Members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarked at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages marked to be sent to the Pacific Coast and to the United States, and all parcels will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular invoices to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, July 23, 1896. 1477

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Prigla (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Aug. 18, at noon.

Doris (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... TUESDAY, Sept. 2, at noon.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Sept. 12, at noon.

THE U. S. Mail Steamship *CITY OF SAN FRANCISCO*, via NAGASAKI, KORE, INLAND SEA and YOKOHAMA, on SUNDAY, the 16th August, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Canadian Pacific, the Southern Pacific, the Central Pacific, the Union Pacific, the Denver & Rio Grande, and the Northern Pacific Railways, and the CANADIAN PACIFIC RAILWAY, and may select the route they prefer.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Ministers, Members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and thence to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the day previous to sailing. Packages should be marked to address in full, name of owner required.

Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, August 4, 1896. 1494

Mails.

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *MIRZAPUR*, Captain J. R. LINDSAY, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY, the 13th August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable Goods for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. of the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 30, 1896. 1531

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and EASTERN CITIES of the UNITED STATES and CANADA and EUROPE.

HONGKONG TO LONDON, \$400. Excellent accommodation. First class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK, \$550. The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL Lines.

HONGKONG TO TACOMA, \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

Prigla (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Aug. 25, at noon.

Doris (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... TUESDAY, Sept. 2, at noon.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Sept. 12, at noon.

THE Steamship *BETHELM*, Captain E. PORTER, sailing at Noon, on TUESDAY, the 8th Inst., will proceed to VICTORIA (B.C.) and TACOMA (Wash.) via SHANGHAI, KORE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consignees of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the use of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to one Office (with address marked on parcel) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARILL & Co., General Agents.

Hongkong, August 3, 1896. 1558

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

THE Steamship *EPANDALE*, Capt. W. BURNES, sailing at Noon, on SATURDAY, the 8th Inst., will proceed to VICTORIA (B.C.) and TACOMA (Wash.) via KORE and YOKOHAMA.

Particulars, see regular Northern Pacific Advertisement.

For Freight or Passage, apply to DODWELL, CARILL & Co., General Agents.

Hongkong, August 3, 1896. 1557

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

A TERRIBLE COUGH.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896. 1896.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KORE, YOKOHAMA and VICTORIA (B.C.))

Two Screw Steamships—3,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA, R.N.R., Wednesday, 19th Aug./96.

EMPEROR OF INDIA, R.N.R., Wednesday, 2nd Sept./96.

EMPEROR OF JAPAN, R.N.R., Wednesday, 30th Sept./96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Ministers, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS: Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months \$190.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

Intimations.

G. FALCONER & Co.
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
LONDON-MADE JEWELLERY
OF THE LATEST DESIGNS AT HOME PRICES.
HIGH-CLASS ENGLISH GOLD & SILVER WATCHES.
No. 64, Queen's Road Central. 1312

SPECIAL NOTICE

W. ROBINSON & Co.
 HAVE 60 NEW PIANOS TO ARRIVE ABOUT NOVEMBER.
 — — — — —
 THEIR PRESENT STOCK TO BE SUPPLIED AT ALMOST
COST PRICE
 FOR CASH OR MONTHLY PAYMENTS.
 All are of our well-known high quality, built SPECIALLY
 for the Climate and GUARANTEED. About 20 have just been
 unpacked—the latest models of BRINSMEAD, COLLARD &
 COLLARD, BROADWOOD, RACHALS, BESLER, ALLISON.
 [1542]

TEETHING BABIES

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. **Scott's Emulsion** contains the actual elements of food in an easy form for digestion and assimilation. Try it.

mosphere. Even cold, dry winds may be the immediate cause of rain, if they blow suddenly in upon a mass of warm, vapour-saturated air.—*Science of Ail.*

HONGKONG SHARE MARKET.
In their Weekly Share Report dated
Hongkong, 4th August, Messrs. Benjamin,
Killingworth & Partners, Ltd., write:

Since our last, a fair amount of business in the rice stocks has been transacted, but without having the effect of changing the market quotations to any material extent. The Hongkong and Shanghai Banking Corporation have increased their advances on certain stocks.

Banks—Hongkong and Shanghai Banks ;

Also AGENTS for the following Red and White Wines (bottled by Mons. F. Skawinski, Margaux),

MR. JULIUS CH. LOVILLON, OR MARGAUX, SOUTHERN, CH. YUTEM, & Co.

Hongkong, June 25, 1875. 1299

CHAS. J. GAUFF & Co.

have ruled very firm, and have been sold at 192 per cent, and are now wanted at 183 per cent premium. Sales have been effected at 186 per cent for the settlement, and for a...

September at 1 1/2 per cent premium. The London quotation is \$44. Nationals are inquired for at \$28.

Marine Insurances.—Unions are offering at \$235: China Traders have been placed

INSTRUMENTS,
VONTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES,
RITCHIE'S LIQUID AND OTHER COMPASSES.

at \$79 and Yangtzes at \$146.
Fire Insurances.—Hongkong Fire has again changed hands at \$330 and is being acquired for at the rate, but are not obtainable except at a considerable advance. *CNHS* Fires are still offering from the North at \$60.
Shipping.—Several large lines of Hong-

song, Canton, and Macao Steamboats have been done at 32 3/4 at the dividend of \$1.20 per share, paid on the 1st August. Sales of Indo-Chinas are reported at 55 3/4. A fair number of China and Manilla have been done at 32 3/4.

been placed at \$72, the stock closing in demand. Douglas Steamships have reacted one point and have been fixed at \$35½ and \$35.

Registries.—China Sugars are quiet at \$106 with probable sellers. Luzons have been taken off the market at \$60.

Mining.—Fumjongs improved and was placed and wanted at \$14; but they are again slightly easier with sellers. New Balmoral have been sold at \$2; and are wanted. Olivers, \$1 paid up, are inquired

DOCKS, WHARVES AND GODOWNS.—HONGKONG AND WHAMPOA DOCKS have been in steady demand with only a few shares changing hands at 192 per cent premium.

BAR AND BILLIARDS.
LUIZ M. LOBO, Manager.
 Hongkong, May 9, 1896. 969

VISITORS AT HOTELS.

<p>Long Land Investment shares dropped one point after the dividend was paid and small sales were effected at \$73; there are again, however, no sellers under \$74. Kowloon Lands are enquired for at \$17. West Pointe have changed hands to a considerable extent. The Hongkong & Kowloon Hotel at \$9. Hongkong Hotels have been sold at a small profit at \$70 has been flat.</p>	<p>Mr B. J. Ward Mr F. W. Bado Mr G. H. Bird Mr J. W. Bolles Mrs and Mr A. H. Bottenheim Mr G. O. Boeman Mr And. Bane</p>	<p>Mr J. A. Henderson Mr J. Kington Mrs Kington Mr M. M. Lester Mrs E. A. Manfeld Mr Master S. McLeod Mr C. F. Mendum Mr F. Mese Capt. Palmer</p>
--	---	---

Miscellaneous.—Green Islands have been sold at \$17½. Several lots of Watsons have been done at \$12½. George Fenwick's have been placed at \$2½.	Mr J. J. Cameron Mr W. J. Cauter Mr F. W. Carey Dr and Mrs Deane Mr. W. Deane	Mr W. Paritt Mr N. M. Pond Mr A. H. Rennie Mr E. Richardson Mr G. Richardson
---	---	--

New Stock of Pianos and Repairing Material.—W. Robinson & Co.

Mitsui Bussan Kaisha		Mr H. E. C. Fisher	Mr H. E. Tomkins
No. 6, Queen's Road		Mr. Greene	Mrs Effie Tucker
		2. Gribble	Mr W. B. Walker
		Major Belton	Surg. Capt. J. J. C. Watson
		Mr A. Harper	
		Mr W. Harrison	Surg.-Major Westcott
		Mr W. Hay	Mr. and Mrs. Wm. Walley
		Mr G. J. Hoar	
		Mr. M. L. Jones	

JAPAN.
AGENCIES:--
MINES COAL MINES.
CHOURA COAL MINES.
CHOURA COAL MINES.

KANADA COAL MINE.	Mr and Mrs Baxter	Mr H. C. Jenkins
TOKIO MARINE INSURANCE CO., LTD.	Mr Frank Browne	Captain Kotof
MELB FIRE INSURANCE CO., LTD.	Mr J. Bruce	Mr Hugh McCallum
WATERBURY WATCH CO., LTD.	Mr A. Gunning	Mr and Mrs Miles
IMPERIAL GOVT. PAPER MILLS, JAPAN		

COTTON CLEANING & WYNG. CO., S'ral.	Mr F. B. Deacon	and child
ORIONA. CEMENT COMPANY, Japan.	Mr J. P. Dowling	Mr O. A. D. Mal-
KONGSVAUGER COTTON SPINNING MILL,	Mr Frost	bourne.
TOKYO COTTON SPINNING MILL,	Major and Mrs Han-Major and Mrs G. K.	Moyle.
HAYASHI CLOCK FACTORY,	Major and Mrs M. W. Nicholson	
Hongkong, July 6, 1890.	Major and Mrs O. V. Young	Mr G. K. Noel and
	and child	child.

J. & G. STODART'S
WINDSOR HOTEL.

FINE, OLD WEST OF SCOTLAND Whisky	Mr H. E. Brown	Mr F. Meyer
	Mr Wm. F. Carroll	Mr H. Meyer
	Mr A. Olson	Mr Messer
	Mr A. B. Eastwood	Mr E. Ruppel
	Mr G. L. ...	

Whisky.
Dodwell, Carill & Co.,
 Praga Central,
 Hongkong, March 1, 1898.

Mrs. A. C. Kinslayson	Mrs. A. C. Kinslayson
Mrs. Griffin	Mrs. Paul Schepert
Mrs. W. L. Griffin	Mrs. C. C. Stader
Mr. D. G. Gilchrist	Mrs. and Mrs. Taylor
Mr. M. Hancock	and 2 children
Mr. Lemie	Dr. Smith
2nd Ch. Mason	

Intimations.

WEEKLY NEWS FOR HOME.

The Overland China Mail.
PUBLISHED to suit the Department of the Post Office and the various Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly bulletin of the news of Hongkong, among nearly all the old Chinese "lands" at home and also among residents in the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, or their addresses being forwarded to the Office.

Subscription:
Per Annum, \$12.00, postage, \$1.00.
Quarterly, 3.00, postage, 0.50.
Single Copy, 0.30.
China Mail Office, Hongkong.

UP THE YANGTSE.

BY
E. H. PARKER,
with
SKETCH MAPS.

PRICE, \$1.50.

CONTENTS:

The Yangtze Gorges and Rapids in Uppercase.
The Rapids of the Upper Yangtze.
The "Vado-mecum" of the Traveller through the Gorges of the Great River.
Special Observations.
A Journey in North Szechuan.
Nan-shan and the Yangtze River.
Up the Kiang River.
The Great Salt Walls.
North Kwei Chou.
The Wilds of Hu-pai.
Szechuan Plants.

Orders for Copies will be received by Messrs. LANE, CRAWFORD & CO., and Messrs. KELLY & WALSH, Limited.

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the LING CHIEF case.

REGINA F. FITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

PITMAN F. KESWICK AND OTHERS.

Price per Copy, 50 CENTS.

China Mail Office.

SEA LIST—QUOTATIONS—AUGUST 5, 1896.

Stocks, No. of Shares, Value, Paid-up, Closing Quotations, Share.

RISKS.

Hongkong and Shanghai Bank Corp. 30,000 \$ 120 all 123 1/2 prem. = \$306.25, \$41.10 (buyers)

New Issue.

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Bank of China & Japan, Limited 20,000 \$ 200 all 122 1/2 buyers

Intimations.

THE CHINESE MAIL

報日字華
(Wah Yat Yat Pa).

THIS paper is now issued every day.

The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction.

The chief support of the paper is of course derived from the native community, amongst whom also are to be found the projectors, basing their estimates upon the most reliable information from various parts in China and Japan—Nankang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation.

The advantages offered to subscribers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description, conducted by native efforts, but progressive and anti-obstructive in tone, is almost limitless.

It is on the one hand commands Chinese belief and interest, while on the other it deserves every attention to be given to it by foreigners.

Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

A RAMBLE THROUGH SOUTHERN FORMOSA.

By MR. G. TAYLOR.

With Woodcuts.

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life yet written.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & CO., and Messrs. KELLY & WALSH, Limited, Hongkong; also, Mr. N. MOORE, Amoy.

NOW ON SALE.

INDEX

TO THE

CHINA REVIEW

VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

Price, 50 CENTS.

To be had at the China Mail Office, Messrs. LANE, CRAWFORD & CO., Hongkong; and Messrs. KELLY & WALSH, Limited, Shanghai.

LOCAL POSTAGE.

The General Local Rates for Hongkong, China and Treaty Ports (Canton excepted) are—

Letters per 1/2 oz., 5 cents (1/2).

Post Cards, each, 1 cent.

Reply Post Cards, 2 cents each.

Books and Pamphlets, per 2 oz., 2 cents.

Newspapers and Prints Current, 2 cents per 2 oz.

Registration, 5 cents.

(e) Between Hongkong, Canton, and Macao 2 cents.

Local Delivery.

1. All correspondence posted before 8 p.m. on any week-day for delivery in Hongkong will be delivered the next day.

In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m. 10 a.m., noon, 2 p.m., 4 p.m., 6 p.m. In the Suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the weather.

2. Postholders who desire to send Circulars, Dividend Warrants, Invitations, &c., at the same weight, to addresses in Hongkong or to the Post Office unattended, the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Postholders may also send Patterns to the same place in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Jewellery and other valuable articles, which are not registered, and where the Post Office is not liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet.

Parcels must be sent by the first steamer for arrival in London on eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb. and 25 cents each succeeding lb. or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 5 feet 6 inches in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. Parcels sent by air are accepted only if they are completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mail, or articles (unless securely packed) or parcels easily crushed, such as hand-boxes, are prohibited. No Parcel can be received if its value exceeds \$500.

A Parcel may contain a letter to the same address as that of the Parcel itself, or an address. Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addresses are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The Regulations are generally similar to the above, and the Parcels are sent out via Gibraltar.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence, not value.

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters per 1/2 ounce, for Books and Patterns, per two ounces.

Newspapers over two ounces in weight are charged as double, tables, &c., as the papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except book file Supplements of the same paper sent the same date. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

The sender of a Registered Article for a Union Country may obtain an acknowledgment of delivery on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces except to Austria, Belgium, Bolivia, Bulgaria, Congo Free State, Costa Rica, Ecuador, Egypt, France, Greece, Guatemala, Hawaii, Honduras, Hungary, Italy, Japan, Liberia, Luxembourg, Mexico, Persia, Porto, Portugal, Roumania, Salvador, Serbia, Siam, Spain, Switzerland, Tunis, The Argentine Republic, The Dominican Republic, The Republic of Honduras, United States, to which places 12 oz. (350 grammes) is the limit, and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

Countries of the Postal Union.

The Union may be taken to comprise all civilized countries.

Postage to the United Kingdom.

Letters, 10 cents per 1/2 oz.

Post Cards, 1 cent each.

Registration, 10 cents.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

LOCAL POSTAGE.

The General Local Rates for Hongkong, China and Treaty Ports (Canton excepted) are—

Letters per 1/2 oz., 5 cents (1/2).

Post Cards, each, 1 cent.

Reply Post Cards, 2 cents each.

Books and Pamphlets, per 2 oz., 2 cents.

Newspapers and Prints Current, 2 cents per 2 oz.

Registration, 5 cents.

(e) Between Hongkong, Canton, and Macao 2 cents.

Local Delivery.

1. All correspondence posted before 8 p.m. on any week-day for delivery in Hongkong will be delivered the next day.

In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m. 10 a.m., noon, 2 p.m., 4 p.m., 6 p.m. In the Suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the weather.

2. Postholders who desire to send Circulars, Dividend Warrants, Invitations, &c., at the same weight, to addresses in Hongkong or to the Post Office unattended, the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Postholders may also send Patterns to the same place in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Jewellery and other valuable articles, which are not registered, and where the Post Office is not liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet.

Parcels must be sent by the first steamer for arrival in London on eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb. and 25 cents each succeeding lb. or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 5 feet 6 inches in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. Parcels sent by air are accepted only if they are completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mail, or articles (unless securely packed) or parcels easily crushed, such as hand-boxes, are prohibited. No Parcel can be received if its value exceeds \$500.

A Parcel may contain a letter to the same address as that of the Parcel itself, or an address. Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addresses are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The Regulations are generally similar to the above, and the Parcels are sent out via Gibraltar.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence, not value.

HONGKONG MARKET PRICES.

Corrected to Saturday, August 1, 1896.

At 1020 Cash per Dollar Mexican.

Butcher Meat.

Beacon, English, 15.

Am. Sugar cured, 340.

Poonchow, 220.

Japan, cured, 200.

Beef sirloin & prime cut, catty 140.

Corned, catty 140.

Roast, 140.

Soup, 100.

Steak, 140.

Ballcock's Brains, per set 50 60.

Tongue fresh, each 250.

Corned, 300.

Head, 500.

Heart, 150.

Hump, Salt, catty 140.

Feet, each 60 50.

Kidneys, 50.

Tail, 100.

Liver, catty 70.

Tripes (undressed) catty 60 50.

Calves Head and Feet, set 500.

Rams, American, lb. 340.

Chinese, 220.

English, New, 430.

Japan cured, 280.

Shanghai, 280.

Mutton Chop, 150.

Leg, 150.

Shoulder, 120.

Pigs' Chiselings, catty 70 60.

Feet, 120.